

Governance Board Meeting

Summary of Discussion and Resolutions

Date:	Thursday 23 rd July 2020
Time:	10.00 - 14.00
Venue:	Microsoft Teams
Chairperson:	Cllr L Wagland
Attendees:	
Cllr L Wagland (Cllr LW)	Essex CC (Highways)
Roger Hirst (RH) (part)	Police, Fire and Crime Commissioner for Essex
A Pipe (AP)	Head of Roads Policing - Essex Police
M Hine (MH)	Road Crime Manager - Essex Police
L Burr (LB) (part)	Head of Network & Safety / Traffic Manager - Essex CC
Nav Tung (NT)	Thurrock Council
Michael Barnes (MB)	Group Manager - Southend (Traffic & Highways) Borough Council
A MacAlister (AM)	Head of Community Safety (Acting) - Essex Fire & Rescue Service
A Stroulger (AS)	RTC Reduction Manager - Essex Fire & Rescue Service
L Willis (LW)	Highways England - Bedford
Colin Evans (CE)	Highways England
Carl Chaplin (Carl C) (part)	Highways England
N Foster (NF)	SERP - Strategic Group Chairperson
A Harris (AH)	SERP - Partnership Manager
W Cubbin (WC)	SERP - Data Analyst
C Churchouse (CC)	SERP – Communications Manager
Simon Butt (SB)	Essex Highways – Operations Director
Cllr R Mitchell (Cllr RM)	Essex CC (Highways)
Apologies:	A Cook (ECC), P I-Brent (PFCC office), R Punt (EP), A Whithead (EAAT), A Prophet (ACC), P Kingham (EP), M Keily (TC), S Elms (EHAAT) and A Hook (PFCC office).

Item No	Discussion and Resolution	Action Owner
1	<p>Welcome, introductions and apologies:</p> <p>Cllr Wagland welcomed everyone and introductions were made, particularly to Simon Butt, Operations Director for Essex Highways and Cllr Robert Mitchell; Cllr Wagland's fellow Deputy Cabinet Member for Highways.</p> <p>SERP's tribute to Cllr R Bass OBE was read by Cllr Wagland.</p> <p>Tribute to Cllr Rodney Bass OBE from the SERP</p> <p>It was with great sadness that the SERP learned of the passing of Cllr Rodney Bass.</p> <p>In his tribute, Andrew Cook said that 'Cllr Bass had a sharp, inventive intellect with the capacity for seeing options where others might not'. The SERP is one of those options that we were very fortunate he saw.</p> <p>The SERP would not be here today without his initial vision, passion and determination in driving forward the formation of the Essex Casualty Reduction Board, which led to the start of a fruitful, effective and efficient partnership designed to 'drive down casualties'.</p> <p>The ECRB, as it became known, evolved, formally, into the Safer Essex Roads Partnership in 2014, by which point it had grown to welcome more partners and to cover the wider geographical area of Essex, Southend and Thurrock. He formally endorsed the first SERP MoU on behalf of ECC (along with Paul Bird) and supported the road safety cause throughout the Council, county and nationally.</p> <p>Cllr Bass chaired all the meetings until he retired in 2017. His desire and commitment to promote safer roads within his Highways Portfolio, very much reflected those local community concerns picked up through attending numerous public engagements and gave the Partnership a real link into the heart of local community issues.</p> <p>Cllr Bass will always be remembered for his passion and determination in driving forward the Safer Essex Roads Partnership. This passion without doubt laid the foundations and cemented the strong and everlasting bond between SERP partners. We think he would be proud - if only to know he was right!</p> <p>Roger Hirst then paid tribute to Cllr Bass, 'I view him as a friend and mentor. Rodney spent 52 years as a councillor as well as managing a successful career. His ability to grasp issues was unparalleled and he knew how to make a difference. He had energy, opinions and vigour and translated this into action. He would always see what could be done rather than obstacles. He would show how to get from A to B and show that B was worth having. He really cared about highways, which is rare! He saw the economic drivers and benefits but cared about the deaths. He was knowingly controversial and forceful without being rude and moved this Partnership forward, and moved the County Council forward. I miss him enormously.</p> <p>Cllr LW summed this up by saying that the tributes were a celebration of a life well lived.</p>	

2	<p>Review of previous SERP Governance Board Minutes (held 5/6/20) and approval for publication on SERP website:</p> <p>The minutes of the previous meeting had been annotated and circulated prior to the meeting. Comments were invited but none were received.</p> <p>Action: The minutes of the meeting held on 5/6/20 were approved for publication on the website.</p>	NF
3	<p>Notes and action points from SERP Strategic Meeting (held 03/07/20):</p> <p>The minutes of the previous meeting has been annotated and circulated prior to the meeting. Comments were invited but none were received.</p>	
4	<p>SERP collision data, summary of latest analysis and action taken as a result of previous reports:</p> <p>WC provided a detailed summary highlighting that the SERP met its KSI indicator for 2019 with the DfT approved end-of-year figure being 872 KSI (against an indicator of 878).</p> <p>Information looking at prevalence of ‘fatal 4’ behaviours in collisions was included.</p> <p>Other projects include:</p> <ul style="list-style-type: none"> • All 14 local authority profiles are now complete. • Summary documents supporting Community Speed Watch. • Summary document for casualties in commercial vehicle collisions (for Sgt Parsons). • Speed enforcement and speed-related collisions in Braintree for council questions; this showed that Public Health England data does not account for CRASH and therefore makes the situation in Essex appear worse than it is. The report responding to a question to full council (ECC) was well received. • A study looking into the relationship between traffic levels and collision numbers revealed that until the year 2000, traffic levels and the number of collisions rose proportionally. However, as traffic continued to rise after the year 2000, collision numbers reduced, supporting the hypothesis that more traffic reduces collisions (there will be some caveats to that, for example, the DfT’s national safety camera programme commenced in 2000). There is concern that returning to c.2000 traffic levels will bring c.2000 collision numbers, however, comparing ‘Lockdown’ with ‘semi-Lockdown’ data, where traffic has increased following easing of restrictions, to 1994 levels, collision numbers haven’t which indicates that the reductions in collision numbers since 2000 are genuine reductions and not just due to traffic level increases. However, c.2000 traffic levels appear to be the optimum level for maximum collisions numbers. 	

- A study of pedestrian behaviours involved in collisions showed that:
 - ❖ 11% were **on footpath/verge/reservation**: driver negligence in either transiting the pavement, parking on the pavement, or negotiating narrow carriageways in large vehicles. Also, some examples of loss-of-control resulting in vehicles mounting the pavement;
 - ❖ 13% of pedestrians were **correctly using a pedestrian crossing**: driver negligence in noticing red lights at pedestrian crossings, or pedestrians using zebra crossings;
 - ❖ 27% were **crossing at a junction**: shortcomings in pedestrian observation is a key factor particularly for children and the elderly who find this more challenging, but driver inattention and recklessness also featured. Illegally parked and other stationary vehicles added risk in some cases, including where a vehicle allowing pedestrians to cross masked the pedestrians from the vehicle that collided with them;
 - ❖ 20% were **crossing elsewhere**: no crossing available and likely higher traffic speeds than at junctions. Nearly half of casualties were aged under 21. Younger pedestrians more at risk due to lower ability in judging speed and distance, and more vulnerable when masked by parked vehicles. Driver speed and inattention also an issue in some cases;
 - ❖ 12% were **in carriageway not negligent**: casualties typically aged 21-60 and were frequently loading/unloading or entering/exiting vehicles. This type had the largest proportion of collisions outside of urban areas as it included people walking or jogging along rural roads with no footway, but two-thirds were still in urban areas. Drivers were more likely to be negligent than pedestrians, with poor observation and careless/reckless driving;
 - ❖ 8% were **incorrect/non-use of available pedestrian crossing**: casualties were most likely to be in the 11-20 and 61-70 age ranges, and observational failings on the part of the pedestrian were most characteristic of this type. The scenario itself and the failure to look properly indicate casualties are attempting to minimise the inconvenience of having to cross the road; and
 - ❖ 4% were **Dangerous action in carriageway**: accounts for only 32 KSI in over 5 years and casualties were disproportionately aged 11-20. Sub-types indicate casualties were a mix of people deliberately trying to self-harm, in a heightened emotional state causing them to disregard road risk in favour of some other objective, or more consciously disregarding road risk (e.g. chasing a wayward ball or teasing drivers).

Cllr LW asked whether sight-lines were an issue and whether this is something that needs to be brought up as a planning issue. Cllr RM has been looking at visibility splays in developments at Kelvedon and both will continue to be aware of the issues of sight-lines.

	<p>NF presented 17 fatal collisions which have occurred since Lockdown; these comprise 16 male and 1 female fatalities. The purpose of showing the locations and circumstances was to give an overview of the number of fatal casualties on Essex roads. The Safe System approach asks 'us' to look at the incidents without blame and to ask how the 'system' could have forgiven or mitigated for the human mistake.</p> <p>AP and MH added some more details surrounding the circumstances of some of the incidents - but these enquires remain open and cannot be documented.</p> <p>Cllr LW saw difficulties in asking young people to 'give-up' their licence in some circumstances if, for example, they were to become epileptic.</p> <p>AP thanked WC for the quality of his reports. The monitoring of traffic flows, collisions and speeds during COVID restrictions was fed into national discussions and helped shape the national picture. The reports on drug driving, showing how it links to crime has enabled Essex to be at the forefront of activity.</p>	
5	<p>Vision Zero (VZ) & Casualty Reduction Targets for 2030:</p> <p>NF presented a report and the resulting comments included:</p> <p>RH – important to have visions that take the SERP to a new environment. This loss of life does not need to be tolerated. However, Police & Fire authorities have reservations as they fear that they will be charged individually with making VZ happen. Road and vehicle designers probably have more of a role. Language is important and SERP must convey that it is a <i>joint</i> target.</p> <p>Cllr LW – it must be clear that the public have a responsibility not to make mistakes. It is personal – it affects everybody. People shouldn't treat road death as an ordinary fact-of-life. Do the public see death as a down-side of driving? Suggestions 'ground-up' (from parishes etc.) can take a project 'off piste' so need context / parameters / choices. SERP needs to get away from the 'something must be done' ethos and be data driven to ensure the <i>best</i> thing is delivered.</p> <p>AP – agree with RH that there is a need to emphasise VZ as a joint target. Essex police can help with corporate road risk project, there are insurance issues with differing standards of drivers within EP so tie VZ into risk documents. This could be a big step forwards.</p> <p>Cllr RM – Acknowledged that communication was key and glad to see all the messages that SERP puts out. The economic cost of fatal casualties is massive but there are some that are not going to be stopped. As a pilot, operational proficiency checks are required every 6 months and, whilst this doesn't translate to driving, more training such as Bike Safe may help. Only one P2W was involved with another road user so need to train them. SERP should put data feed directly into digitally connected vehicles for personal messaging e.g. telling them where the vehicle can be parked (not where is full!). The digital sphere needs to step-up and provide information to drivers directly not generically.</p> <p>MH – Bike Safe may not be the best tool to convey messages to riders involved in single vehicle collisions as the courses may not target the right audience.</p>	

	<p>SB – need to get to P2W groups where they meet with shock statistics. They think they are indestructible and go flat-out. Need to encourage training.</p> <p>CE - described the HE's 'Biker tech' campaign trialled at the beginning of this year. There was no marketing or warning; meets were visited with a gazebo and some stands of merchandise which actually turned out to be a ceramic hip or a new spine. The message being – it's easier to fix your bike than the biker. It went down well with the sports bike riders.</p> <p>AS – reassured the meeting that Firebike engages at powered two-wheeler (P2W) meets and encourages and delivers training. The Better Biking course replaced Bike Safe in Essex and has attracted self-confessed 'hooligan riders' who are happier riding with the fire service than with the police. Risk & consequences are covered in the course and understanding why cars pull out in front of P2Ws. The message to riders is that they are in control of a lot of what happens to them even though they may think they are not. Courses will resume in August and clients are currently being rebooked.</p> <p>AP – HMICFRS launched a review of Roads Policing which contains a number of recommendations that will give Vision Zero a good chance of success. Roads policing will be mandatory.</p> <p>Cllr LW – Important to involve car companies. Collision involving a Range Rover and Volvo resulted in both cars being written-off but the occupants of both (one being a 93 year old male) being unhurt. Smaller cars may not have fared so well. Seek to have representatives from a car manufacturer, an insurance company and also a behaviour change expert on the Board?</p> <p>NF explained that there was significant behaviour change expertise within the team and that a VZ support group chaired by Cambridgeshire & Peterborough Partnership would be helpful as there is such a lot to adopt and manage. NF mentioned that LW had summed it up by saying that people should really be asking 'why wouldn't you have a Vision for Zero deaths?'</p> <p>LW – (was accessing through her phone so unable to put hand up but added in the chat) – I have lots of things to share having worked to try and embed safe systems regionally for the last three years so will have a discussion afterwards and share our approaches, some of which have worked, others of which have presented some challenges! I also think we can support a regional workshop / meeting regarding VZ and perhaps ask Agilysis to facilitate including Roads Policing as per AP's suggestion. Discussions will take place with Cambridgeshire to explore further.</p> <p>LB – freight hauliers should be included – someone who works with HGVS.</p> <p>AH – confirmed that SERP has offered Associate Membership to larger organisations previously but it has been difficult for them to sign-up (e.g. Fords & Sainsbury's) given their national / international status.</p> <p>AP - suggested a regional perspective/approach may help.</p> <p>CC – explained that third party endorsement would be beneficial but will cover this later in the agenda.</p>	<p>ALL</p>
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AP – asked that if DfT set targets, would we go with theirs or with VZ? Cllr LW confirmed that Zero was where we wanted to be. We may want to look at redefining some deaths? (e.g. death by suicide), although there are ways to reduce the risk of these happening – separate bits of road/user types, remove trees, lay-bys etc.

CE – HE is the only highway authority that has a casualty reduction target set by the Government which is 50% reduction from 2005-9 baseline average by 2025 with a longer term goal to reduce the number of casualties to something approaching zero by 2040 – emphasising that the wording is important.

AH – had the exact words to hand which are “*working towards the goal of bringing the number of people killed or seriously injured on the network as close as possible to zero by 2040*” and emphasised that it is an *aspiration* not a target.

Cllr LW – wondered whether it was really a Mission statement.

SB – white lining is important for safety – it gives warning and helps delineate and tells drivers what’s coming up. Signs may overload and, with sat-navs, how many people still use signs?

Cllr LW - agreed that sign overload can be an issue, inside modern vehicles there can also be too many distractions. The driving environment needs to be made simpler.

Cllr RM – agreed, saying that modern cars ‘follow’ white lining. Car manufacturers look at the demographic of their buyers and try to aim technology accordingly. If white lining is good then psychologically, drivers may not ‘see’ the potholes as the road looks in good condition.

WC – research shows that the look and feel of the road is generally the determining factor in the driver’s choice of speed. A piece of eye tracking software used for research has shown that pedal cyclists look at the road surface for potholes unless it is a good surface, then they are able to look further ahead and observe what is around them.

SB –a national speed limit was changed to 30mph due to demand but speeds remained at about 50mph due to the nature of the environment so the limit was increased to 40mph. Part-night lighting (PNL) is also interesting as evidence shows that when the lights are turned-off on high speed roads, speeds reduce as drivers can’t see as far ahead.

WC – evidence from Essex regarding PNL showed that collisions reduced except pedestrians under the influence of alcohol.

The report requested the Board to consider at what point it would be happy to recommend launching VZ and the 2030 KSI indicator.

Recommendation: The Board agreed that a launch date in October/ November 2020 would be beneficial and that the MoU should be signed before 1st March 2021.

<p>6</p>	<p>NDORS / Activity A Finance Model update & Review of Finance & Risk:</p> <ul style="list-style-type: none"> • In Essex, NSAC digital courses commenced on 1st April and are currently scheduled to continue until at least 31st August. All courses, except motorcycle (RIDE), are now provided. SCD (Safe & Considerate Driving) courses commenced in Essex on 22nd June which are a mixture of theory and practical – the practical element will take place when it is safe to do so and are currently being booked for next March. • SERP has been advised to continue booking digital courses until 31st October but not at 100%. This allows for some possible trials of venue-based courses to take place if Government declare the Covid Alert Level at 2. • Advice suggests that digital courses may be a permanent part of the future alongside venue-based courses. Research is currently being undertaken about effectiveness of the two types of course. Much work to be undertaken by the national organisers (UKROEd) to see how the mix will evolve – costs, duration of courses, contracts etc. Software providers Clarity need to modify software solutions as all designed for venue-based provision. Essex will be very influential in this process. • It is now projected that there will be at least 20,000 digital clients rather than the 14,000 allowed for in the Recovery Strategy document. • If venue-based courses are introduced with 1 trainer and 12 clients, as is being suggested, this may have an adverse financial impact • To 22nd July, SERP had delivered digital courses to 13,800 clients. Projecting 14,500 to end of July which is 32.3% of annual projection of 45,000 clients. Hence, more-or-less on target. • About 59% (was 62%) of the 14,500 <u>bookings</u> taken so far this year are as a result of referrals from other police forces. Course availability and flexibility is key. • By the end of July, SERP is likely to meet the 11,500 NIPs projected in the Recovery Strategy document as a result of the enforcement activity. • Weekly monitoring is undertaken of all key indicators and will continue. <p>Cllr LW thanked the team for their stunning performance in delivering the digital courses, recognising that it is a small team and that is was very hard work and thanked RH for his support in encouraging police forces to not NFA (take no further action) their clients.</p>	
<p>7</p>	<p>Activity A – Operational Update:</p> <p>MH presented some heat maps and social media activity resulting from Activity A.</p> <p>3 days per week are ‘dedicated’ to speed enforcement and heatmaps showing the routes are then posted on the SERP website. MH thanked CC for her effort in promoting the enforcement work. The joint social media exposure has resulted in very positive and supportive responses from the public.</p> <p>Operation Calypso (targeted road policing activity) going well and seems to be effective.</p> <p>Op Gambler is a cross-border activity undertaken once a month linked to Operation Sceptre (knife & drugs) with 240 arrests in 18 sessions. Operations Volvic & Chicha are cross border activities undertaken with the Met/Kent police forces and others with Essex recording over half the arrests.</p>	

	<p>The SERP volunteer coordinator has left his post so there are 4 left in the group who contributed 200 offences last month. MH considering whether SERP could have volunteers working out of SWF station to deliver speed enforcement.</p> <p>Community Speed Watch (CSW) has been reviewed and it is hoped that some pilot groups can start again early August. Lydia Bennie now in post as new coordinator and has already made an excellent impression. Groups will not be operating in same 'pre-covid' way but the appetite for action is understood and supported and the groups have a valuable role to play towards Vision Zero.</p> <p>Recommencement of SAT days needs care, this will be reviewed and this is a good opportunity to reflect on how we best achieve our goals.</p> <p>AP – explained that the reduction in Activity A during this period, and for next year, has shown the vulnerability of pro-active roads policing and the need to rebuild proactive enforcement capability within police resources to provide resilience in the future.</p> <p>MH asked RH if he had ideas as to how else we could get the message back to communities that a lot is being done. RH suggested using EALC (Peter Davies) and said if MH gave him some short notes, he would promote this during his digital meetings. These can have 500 attendees and be viewed by 5,000 later so could achieve a good reach.</p> <p>Cllr LW also suggested that MH send her the heatmaps to send to County Councillors (they are all on the SERP website). MH will include Cllrs LW and RM in his Monday morning round-up of information.</p> <p>Cllr RM thanked MH for the enforcement and asked that the 50mph limit in Ashes Rd, Crossing be added to the list.</p> <p>Cllrs LW and RM also asked for a virtual coffee with the business/DFBB lead to understand more about how ECC might promote. NF explained that his work has been well received by all partners and that the lead has contacts and is working with both ECC and EH procurement, health and safety and fleet teams.</p> <p>Actions:</p> <ul style="list-style-type: none"> • NF to arrange meeting of Cllrs LW and RM with IT. • MH will send promotional paragraph to RH • MH will include Cllrs LW & RM in Monday morning round-up 	
8	<p>Activity B Operational Update:</p> <p>Bikeability delivery has restarted albeit with reduced group sizes and having regard to household groups and school 'bubbles'. SERP is delivering free of charge until 1st September to encourage more adults and children wishing to commute to work or school to seek training during the summer holidays.</p> <p>SERP is working closely with the <i>Stop, Swap, Go</i> campaign team to support mode shift by offering training and in organising support for schools and parents in September. The education team is also involved in this, finding safe locations for school 'drop-off' from where children can be guided/walked to school for first few days whilst the Bikeability team can offer guided rides giving tips, advice and confidence.</p>	

	<p>Schools responded very positively to a suggestion to deliver Theatre in Education through some digital format. SERP continues to work with the theatre companies to see what is possible.</p> <p>SERP continues to evaluate activities but, as it is unclear when/if we will be able to return to school delivery, the partnership is also looking to see how we might best adapt our other educational packages for school age audiences.</p> <p>Focus is also on the SERP's communications campaigns and in promoting safety within businesses and the DFBB brand. The HE funded consultant is making large numbers of contacts within SERP partners, all of whom have been responsive and receptive. The SERP hopes to start pushing externally next week now that the format and content of our messaging has been agreed.</p>	
<p>9</p>	<p>SERP Communications update:</p> <p>CC gave a presentation showing images and posts from recent campaigns. Feedback indicates that moving imagery is better received and more likely to be shared so this will be tried in the future. Supporting virtual 'Freshers' fairs. The pavement art for 'Stop Scrolling' is now being progressed. The tattoo artists doing the art also have a large social media following (15k) of the target audience (young, male, harder to reach) so will be useful in spreading the reach of the campaign.</p> <p>Unfortunately, the bulk speed hearing planned for 31st July has been postponed and may now be individual hearings. The SERP will still try and generate media interest.</p> <p>Cllr RM – Choices looks good although not seen it live.</p> <p>CC – Follow us on twitter @saferessexroads</p> <p>LB – For Vision Zero we need to look at layers of communication. Segment the audience within the 'Mission'. Be clear about what contribution is expected by each layer / segment e.g. employers, businesses etc. Everyone needs to know what they can do and see how to do it.</p> <p>SB – SERP could tap into car cruise events and use their hash tags. MH explained that this is already undertaken and writes to some groups who then decide not to meet, S Willshire leads on this and MH will get him to link in with CC. SB explained that if you speak one-to-one with a police officer it's easier to understand the background and therefore change opinions. This is one of the ways in which the Firebikes currently operate.</p>	
<p>10</p>	<p>P2W film and update:</p> <p>Unfortunately due to buffering the film did not play well.</p> <p>The film was made largely for 16-25 year old riders having completed only Compulsory Basic Training (CBT) and riding on learner-plates to give clear and specific advice on the 3 major causes of collisions in Essex; positioning at roundabouts, junctions and when filtering. Voiced by Harry from the fire service; it is a young rider talking to young riders. All learning is included within the film so it needs no external explanation and is therefore easy to use. It has been distributed nationally through the young riders' forum and Firebike and is on the SERP website and You Tube. The film has had over 4,000 views so far.</p>	

	<p>Firebike have 2 new bikes from Cannon and a third due shortly; they are currently being branded. Training will recommence in August now risk assessments are approved and Weathersfield airfield base has allowed access. Street Spirit will be relaunched in September.</p> <p>AM has asked AS to announce his 'retirement' on 20th October 2020 although it's hoped that AS will be able to continue with the P2W work on a part-time basis after that.</p>	
11	<p>Co-Location update:</p> <p>AH invited comments on the document previously circulated outlining revised SERP requirements for a new building.</p> <p>AP – the police need a bigger policing footprint in the south of the county and need to work towards resilience in the event of reduced Activity A funding.</p>	
12	<p>Cllr Wagland update:</p> <p>Cllrs LW and RM said that they would be happy to push out SERP information so please contact them directly if there are any interesting/fun issues that need circulating.</p>	
13	<p>Partner Updates:</p> <p><u>Essex Police:</u> were not included in consultation of post-Covid measures in 12 towns; the Project Manager did not make contact - LB will follow up. There will be resourcing issues if enforcement is required and signing will need to be improved and be legal. MH also highlighted the publication of the HMICFRS report – <i>Roads Policing – Not optional</i>.</p> <p><u>Highways England East: (LW)</u> - Following Sgt Parson's presentation on Op Analogue at the Strategic Group meeting, HE are setting-up a meeting with their Commercial Vehicle Team to discuss national reporting and lead indicators. LW would also like to talk about HE's Van Framework and how it can be incorporated into Op Analogue and the Driving for Better Business work. CC - Our CV Team is also proposing some changes to Op Tramline and looking at the visibility aspect so would be really keen to explore some of the work that has been undertaken with HE's national team to hopefully inform how they move forward.</p> <p><u>Highways England (Bedford) C Chaplin:</u> Update on schemes affecting the SERP's area is as follows:</p> <ul style="list-style-type: none"> • A12 J28-29 NB & J29 SB Exit Slip resurfacing – Works commence late August • A12 J11/M25 Exit Slip Skid Resistance Surfacing – Works commence late September • A12 J14 & 15 EB Entry & Exit Slip resurfacing – Works commence mid / late October • A120 Hare Green to A12 J29 Crown road markings - Works commence mid-October • A120/A133 Interchange Link Roads resurfacing - Works commence mid-October • A120 Horsley Roundabout to Wix resurfacing - Works commence late October • A120 Dovecourt to Parkston resurfacing - Works commence late November 	LB

	<ul style="list-style-type: none"> • A120 Whites Hill to Coggeshall EB Skid Resistant Surfacing - Works commence mid-October • A120 Marks Farm to Galley Roundabouts Skid Resistant Surfacing - Works commence mid-October • A120 Coggeshall to Marks Tey EB Skid Resistant Surfacing - Works commence late October • A120 Coggeshall WB Skid Resistant Surfacing - Works commence late October • M11 J9 Frogge St East Bridge Joint Replacement - Works commence late July • M11 J7-8 NB Drain Replacement - Works September to December • M11 J8 Roundabout Street Lighting Maintenance - Works commence early October • M11 J7 Slip road Skid Resistant Surfacing - Works commence early October • M11 Stanstead NB Geotechnical Works – Works October to December • M11 J6-8 NB MS4 Electronic Signing Replacement – Works October to December • M11 Moor Hall Bridge Joints Replacement - Works commence mid-October (Both Moor Hall and Longlands are just north of J7) • M11 Longlands Bridge Joints Replacement - Works commence late October • M11 J7 Bridge Joints Replacement - Works commence mid-November <p><u>Thurrock Council:</u> - Looking at a range of measures for Phase 2 Covid response although haven't done Phase 1 yet. Hoping for an e-scooter trial site. Schools are booking pedestrian training and Bikeability for the Autumn term and working on Travel Plans. Adult one-to-one Bikeability being booked and hoping to train the Portfolio holder.</p>	
<p>14</p>	<p>Date of Next Meetings:</p> <p>19th October – Microsoft Teams 14:00-17:00</p> <p>21st January 2021 – format tbc</p>	